

CHEVY CHASE
In a grove of trees

WE have the ideal suburban home with the trees. Construction, architecture, arrangement and color scheme, inside and out, are a revelation in home building. See it and be convinced. Churches, schools and stores. 3921 Morrison street (1½ squares west of Connecticut avenue). Price, \$6,950. Easy terms. Open and lighted until 9 p. m.

BOSS & PHELPS, INC.
714 14th Street
FOR RENT LIST

Inspect Decoration Day
3002 R St. N.W.
Unusual arrangement for keeping automobile. This is a distinctive feature of this home.

Price, \$5,250
Also 3004-6 R St.
Price, \$4,500

Inspect Tonight
Open Daily and Sunday Until 9 P.M.

Six large rooms. Tile bath. Extra large porches, front and rear. Hot-water heat. Electric lights. Parquet flooring. This is an unusual opportunity. As the cost of labor and building material has been largely increased since these houses were started, we will not be able to duplicate them at this price. Buy now and save money.

Take any F. st. car marked Georgetown to 30th st.; walk two short squares to property, or phone for our auto service, Main 908-909.

\$300 Cash, Balance Monthly

H. R. Howenstein Co.
1314 F ST. N.W. or 7th AND H STS. N.E.

A Neighborhood of \$10,000 and \$15,000 Homes
Overlooking Rock Creek Park
Most Delightful Section on the Heights

Inspect Decoration Day

Cor. 19th and Kenyon Sts. N.W.
Artistically Designed Stone Wall Fronts
Three Different Plans to Select From
They Each Have 6 Rooms, Large Attic and 2 Complete Baths

Prices, \$5,950 to \$6,250

REASONABLE TERMS
See the Shower Bathroom (New Feature)
Take Mount Pleasant street car to Kilbourne street, walk west to corner 19th and Kenyon streets.
A Few Years Hence and the Owners of Properties Overlooking the Parks Will Be the Envious Ones

Phillips & Sager
1409 New York Avenue Headquarters for New Homes

Homes of Superb Construction
In Purchasing a Home, Construction is One of the Most Important Factors.

Nos. 4101 to 4109 5th Street N.W.
Only Four Left.
20 to 30 Feet Front—Unusually Large Rooms

Prices, \$4,150 to \$5,250 Small Cash Payment Balance Monthly
Take Soldiers' Home car to 5th and Upshur streets, walk half square south to Sample House.

WALTER A. BROWN, 624 14th St. N.W.
Phone Main 1658 or North 767-J for Auto Service.

JAMES J. HILL DIES AT ST. PAUL HOME

(Continued from First Page.)

stated that this shattered all speed records between Chicago and St. Paul. When the cadaver was delivered at the Hill residence the surgeons had decided not to avail themselves of it.

Blazed Transportation Trail.

James J. Hill discovered "the bread-basket of the world" in the great northwest; he led in its development from a wilderness into what now comprises six wealth states, dotted with 400,000 farms, and he blazed a trail for transportation which reached eventually from Buffalo, Asia, with a total mileage of rail and steamship facilities that would nearly girdle the earth.

That but roughly spans the story of his achievement. Near Guelph, in Ontario, where James J. (Jerome) Hill was born in 1838, the son of an Irish-Canadian farmer, who died when the boy was fifteen, there stands a tree stump labeled: "The last tree chopped by James J. Hill." It marked the last resolution to go to the United States had been prompted by an old incident. According to the story that is told, a strange traveler had stopped at the Hill farm to take dinner and left his horse at the gate. Young Hill saw the animal was tired and he carried it a part of water. The stranger was pleased with the lad's thoughtfulness, and as he drove off he tossed him a newspaper from the United States, and called out gravely:

"Go there, young man. That country needs youngsters of your spirit. It contained glowing accounts of opportunities in the states. He resolved to investigate for himself. It was the next morning that he chopped his last tree. As a mere roustabout lad of eighteen, he toured from Maine to Minnesota. When, in 1856, he disembarked from a Mississippi river packet at St. Paul, that place was a frontier town of 5,000 inhabitants. At the sign of W. J. Bass & Co., agents for the DuBuque and St. Paul Packet Company, he found a job as both stevedore and clerk.

Studied Whole Problem.

In the fifteen years that followed he seized every opportunity to study the whole problem of river transportation. He gathered no end of experience and a little capital, with which he launched his own firm of Hill, Griss & Co., which promptly displayed its initiative by bringing the first load of coal that had ever been seen in that section into St. Paul. Two years later, with a flat-bottomed steamer, he established the first regular communication with St. Paul and the Manitoba ports of the fertile Red River valley.

At about that time St. Paul was having its first experiment in railroad building. Eighty miles had been laid to St. Cloud, 215 miles to Breckenridge, both of which terminals were at the southern end of the Red River valley, and there were about 100 miles of track "which began nowhere and ended in that same indefinite spot." This venture ran up a debt of \$3,000,000 and collapsed, with its only assets being "a few streaks of rust and a right of way."

Hill had had sufficient success in the region to be seized with a consuming desire to purchase the defunct property. After five years of financial dickering, the sale of all his other interests, which netted a fortune of \$100,000, he formed a syndicate with three others—St. Paul, Minn., Smith, George Stephen and Norman Kittson—and obtained the object of his desire. The St. Paul, Minnesota and Manitoba railway was formed to operate the property, with Hill as general manager. When, in 1883, Mr. Hill was elected president he undertook the extension of the road from its Dakota and Minnesota homestead to the Pacific coast. He was confronted by three great competitors to the south, each of which had received big bonuses from government aid, whereas the Manitoba, or the Great Northern, as it came to be known, did not have a dollar of government aid, whereas the Manitoba, or the Great Northern, as it came to be known, did not have a dollar of government aid, whereas the Manitoba, or the Great Northern, as it came to be known, did not have a dollar of government aid.

Turned Empire Builder. With the line to Puget sound once laid, he turned empire builder. He introduced the live stock industry into vast areas of bunch-grass plains and developed them by supporting blooded stock; he sent demonstration trains through the country with men who showed the people how to raise more wheat to the acre; he made an outlet for the grain by establishing a cheap rate by rail and steamship to Buffalo, where he built great elevators; in fact, for upward of twenty years he left nothing in his power undone to develop the country where he had staked out his claim as the great common carrier.

But at the Pacific tidewater he was not satisfied, for he saw in the orient still further opportunities. He organized a fleet of Pacific steamships for the commercial invasion of Japan and China. Japan at the time wanted steel rails, but proposed getting them from England, as the rates were lower. It is related that when John W. Gates, the steel magnate of Chicago, came to Hill with the proposition of getting American rails to Japan, the latter replied:

000,000 in real property, which is represented by the value of the 400,000 farms and their 65,000,000 acres of improved land.

Upon his retirement at sixty-nine, the "streak of rust" he had bought thirty years before, had expanded to more than 6,000 miles, and he was earning gross profits of more than \$5,000,000 a year and carrying 15,000,000 tons of freight annually. He still retained a hand in the Great Northern's policy as chairman of the board of directors, while his son Louis, who had worked up from the humblest position of his father's railroad, became president.

Criticized Extravagance.

The secret of the Hill success was no secret at all, according to Mr. Hill, and he had no new recipes to offer. "The man with the big opportunity today," he said, "is the man in the ranks." But the secret of failure he frequently declared to be extravagance. He regarded this as a national tendency, against which he strongly set himself, particularly as concerned the natural resources.

During his active supervision of the Great Northern system Mr. Hill oversaw almost every detail, to the wonder of all employees with whom he came in contact. A fugitive instance of his recognition in his own country is the story of a tourist who declares that there are adrift in the Swedish section of the northwest upward of 10,000 different stories in Swedish dialect with "Yem Hill" as the center-piece. Patrons of his lines have liked and disliked him in rapid alternation, for it was his point to have his way, not only where his road should run, but where his patrons should settle. This was part of his policy. He carried out a singular regularity in the location of branch lines, giving a minimum of short hauls, and a maximum of long hauls. The principal text of his railway gospel was low grades, heavy power, large capacity cars, and big railroads on his main lines, and he began to preach this at a time when these things were held as visionary by most railway men.

In contrast with the late E. H. Harriman, who outdid him in the extent of railway ownership, Mr. Hill was not only the financial head but the practical head of his great railway system. He was the chief engineer, the president of the Northern Securities Company, organized with a purpose to bring the Northern Pacific and Great Northern under one ownership, to

which such opposition developed that a suit was brought in the United States circuit court, which decided that the acquisition was an illegal combination—a violation of the Sherman law, by the United States Supreme Court.

Stanch Support of Belgians.

For several years James J. Hill had been in the habit of insisting, both to his friends and to the public, that he was not actively engaged in business. Just how active he was during the last two years of his life can be judged only by little evidences of his master hand in questions affecting the Great Northern railroad and the First National Bank of St. Paul, and by three outstanding accomplishments in which his will and genius asserted themselves.

From a world viewpoint it would be hard to say whether his stanch support of the Belgian people, following the invasion of the Germans, or the part played in the negotiations for the \$500,000 loan to the allied governments, is the more important.

From the time the work of succoring the Belgians began Mr. Hill took a leading part in the movement. It will

probably never be known how much money he sent to King Albert, an old personal friend, and how much he induced others to send.

Place as International Figure.

His place as an international figure was never more prominently displayed than when the representatives of the allies came to New York in quest of a huge loan. One of the first men to be sent for by J. P. Morgan was Mr. Hill and his assurance that he and the people of the northwest were prepared to do their share in taking up the foreign bonds is believed to have contributed largely to the success of the negotiations.

From a local viewpoint his influence in the rebuilding of South St. Paul stockyards principally through the decision of Armour & Co. to come to the suburb, claims first rank.

His claim to being the original advocate of livestock development in the northwest is unquestioned, and since the retirement of A. B. Stickney he has been the most ardent proponent of the rebuilding of the industry at this center, a work which has been taken up by his son, Lewis W. Hill.

Inspect Tonight or Decoration Day
These Homes Are the Talk of All Northeast

JUST FINISHED

You'll concede the absolute truth of our statement that there are no equals of these homes in the entire city at such an unusually low price, nor offered on such advantageously reasonable terms. They're located at

Tennessee Ave. and C St. N.E.
Sample Home, 333 Tennessee Ave. N.E.

Price, \$3,975
EASY TERMS.

BRIEF DESCRIPTION:
Six rooms and tile bath, electric lights, hot-water heat, oak floors, double rear porches, large yards, three-story effect, hardwood finish, steel construction, attractive fronts, side-oven gas range, roomy closets, etc.

To inspect, take 13th and D sts. car to end of route, walk east one square to Tenn. ave.

PHILLIPS & SAGER
1409 New York Ave. N.W.
Headquarters for New Homes.

Be Sure and Come To

AURORA HILLS
VIRGINIA

Tomorrow, Decoration Day

Take Washington - Alexandria cars at 12th Street and Pennsylvania Avenue and get off at Aurora Hills Station, on the property. Trains run every few minutes.

Perfectly Natural--

For a home buyer to expect a full measure of value when he purchases a home; and it would be reasonable, therefore, that he should only buy that home which represents true value.

THE "DUNIGAN QUALITY HOME" is the logical answer to true value.

BECAUSE—
They are found in PROGRESSIVE LOCATIONS. They are fashioned of the FINEST MATERIALS. THEY are built by Skilled Mechanics (UNION LABOR EXCLUSIVELY). They always have the latest MODERN FEATURES. The price is reasonable and terms not burdensome.

NOW IF—
Your idea of buying is governed by the thought of true value, it will lead you directly to a DUNIGAN "QUALITY HOME."

Visit Our Exhibit Homes Tomorrow.

4006 Illinois Ave. Price, \$4,250
Take Soldiers' Home car to Illinois avenue. Walk one square south.

1833 Kilbourne. Price, \$5,850
Take Mt. Pleasant car to Kilbourne st. Two squares west.

1108 Park Road. Price, \$5,250
11th or 14th street cars.

D. J. Dunigan
Owner and Builder.
Bond Building M. 1267 for Auto Service.

The Palais Royal
A. Lisner Usual Hours, 9 to 6 6 Street
Close Tomorrow 1 p.m.

Home Folks' Morning

Tomorrow—from 9 a.m. to 1 p.m.—a morning for home folks. Suggestion—the man of the family to call and arrange for "an account." See Mr. Beatty—in office on Fourth Floor.

Gas Stoves Oil Stoves

Every best make represented, prices gradually rising from 29c to \$6.75. Experts in attendance—demonstration on request.

1-burner at 29c to 75c
2-burner at 98c to \$1.75
3-burner at \$1.75 to \$6.75
Palais Royal Basement Store.

1-burner at \$2.75; 2-burner at \$4.75. "Special Perfection," on high legs, 2 burners, \$6.75; 3 burners, \$10.50.

Screen Doors 98c
Special.
Limited quantity at 79c. None exchanged. Bring measurements to Basement Store.

29c Window Screen Frames, complete with corners, screws and slides 25c

Now for the Garden Needs.

Window Boxes
For Growing Flowers.
20-inch 35c
24-inch 45c
42-inch 75c

SPECIAL.
12-inch size \$2.48
14-inch size \$2.48
16-inch size \$2.48

Lawn Mowers, 2 self-sharpening knives, 8-inch drive wheels.

Garden Hose Reels.
hardwood; iron wheels 69c

Garden Hose, 50 ft. long; 3 ply; coupled and guaranteed complete with brass spray nozzle \$4.95

Watering Pots: heavy galvanized, 12 qts., 60c; 16 qts., 62c; 20 qts., 64c; 24 qts., 66c; 32c, 4 qts., 32c.

English Grass 25c
Shears, best steel

AEROLUX
PORCH SHADES

\$2.50 to \$5.75
Price according to size in width—4, 5, 6, 8 and 10 feet. These Porch Shades are equipped with the "no whip" attachment, preventing the flapping common to usual shades, and assuring much greater durability.

Window Awnings
Complete with all attachments; 26 feet wide, 98c; 3 feet, \$1.25; 3.6 feet, \$1.50; 4 feet, \$1.75.

Palais Royal — Fourth Floor.

Bath Room Needs

Amick's Bath Spray and Brush
A combination shower bath, massage and shampoo brush in one.

Stools, white enamel, with rubber-tipped legs 49c

\$1.29, \$1.65, \$2.19, \$2.69
\$3.69, \$4.25

Japanese Matting Rugs
Size 6x9 Feet, Ornamented With Medallions, \$1.75

New "Crex" and "Deltax" Rugs
In fifteen (15) new patterns and color combinations. Six 9x12 feet, special at \$8.75. On Fourth Floor, with the following:

Special, \$1.59
Sturges Sidewalk Sully.

Adjusting to three positions. Folding in one motion. Padded back and seat.

Special at \$3.98

Palais Royal Fourth Floor